

Picture of the Month



Rory and Jake Olson captured this exciting still shot from the wing tip of the Hyper Bipe with their GoPro video camera at the Galt Flour Drop on August 18.

Coollest Birthday Present Ever

By Mike Cortina

To celebrate my 40th birthday (man, I sound old), my family and I gathered at a restaurant for a nice dinner and the requisite opening of thoughtful yet useless gifts. My in-laws bought me underwear (which I guess is actually useful, so forget my previous comment), my daughters got me a tie, and my wife, Becky, got me a toy airplane with a picture of me at the controls.

This was her way of telling me that she was giving me flying lessons for my birthday. Very cool.

Becky arranged for a friend of hers she met at yoga classes (Eric Rehm) to take me up in the air. Eric is a Certified Flight Instructor and a professional airline pilot, so there was no one better with which to take my first flight in a single-engine plane.

After a couple of stalled attempts (pun only moderately intended), Eric and I lifted-off from Galt Airport in their flagship Cessna 172, N4868E. It was overcast that cool November morning, but the clouds were very high and did not impede us one bit. Eric showed me the basics of flight and how inherently stable the airplane is, so I decided that getting my private pilot's license could actually happen. Eric's claim that a flight instructor would see me as "easy money" because I was a "natural" made me think that I would get my license after the minimum of 40 hours of flight time. Well, so much for Eric's precognitive abilities, but more on that later.

Because flight training is not

Editor's Note

Landing at Mackinac Island airport (MCD) has been a longtime dream of mine and I finally got to achieve it this September. This trip in the Piper Arrow I rent from Travel Express Aviation at Dupage also included quick flight up to Sault Ste. Marie (ANJ) and a detour on the way home to Kalamazoo (AZO) to visit the Air Zoo Museum (which is well worth a visit). I got some great experience on this trip and earned a whopping 6.3 hours (of complex PIC!) for my logbook, bringing my total hours for the year to 35.8.

I only need another 4.2 hours to reach my 40-hour target for 2012! I am keeping my fingers crossed for some nice autumn weather to get some more flying in before the winter makes it cold and complicated to fly again.

I'd like to thank brand new pilot, **Mike Cortina**, for contributing an article to the newsletter this month. It's great to have new writers and a nice change to include a student's perspective—something I've wanted to do for a while now.

There is no *Professional Opinions* column this month - our esteemed flight instructor authors have all been very busy with their real jobs. We are very grateful to all our CFIs for their highly valued contributions and will continue to publish those whenever we receive them.

Also missing this month is the "App of the Month" feature. I ran out of aviation apps to write about (I know—who knew that could happen?). If you have a favorite aviation app on your smartphone that you really love, feel free to write a review of it and I would be more than happy to publish your thoughts.

Beth Rehm, Editor

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cheap, I decided to wait until Spring to begin training in earnest. **Peter Durzynski** was my instructor from day one until I passed my final check ride. It is a bit strange having someone younger than you being your teacher, but Peter put up with my fears, insecurities and weird schedule in order to make everything work.

Our first flight was on May 4, 2011, where I learned how to pre-flight the aircraft on the ground and, in the air, worked on the four fundamentals of flight in a Piper Warrior (N21030). It was a bit windy that day, so when Peter took over for landing he decided to use only two notches of flaps instead of the usual three. At the time, this made no difference to me since I really did not understand how flaps helped with the landing process, so I just nodded in agreement when he told me what he was doing. The paved runway at Galt is East-West, and the wind on that day was out of the South. I remember thinking that Peter must not be a very good pilot because when he landed the plane, he touched-down on only the right wheel of the main gear instead of both wheels at the same time. It was only later when we worked on cross-wind landings (which I still hate) that I realized that Peter was demonstrating a considerable amount of skill in landing.

On June 29, 2011, Peter introduced me to power-on and power-off stalls. I hated Peter on June 29th. To state that stalls scared me would be like saying that Neil Armstrong was just a pilot. To Peter's credit, his happy demeanor and positive attitude helped me to realize that I would not always hate stalls, but at that point in time I dreaded them. Whenever we worked on stalls, it was something that I did not relish. My apologies to Peter's ancestors for my comments on his patronage during many of our stall practices.

On July 21, 2011, the temperature was very hot. I was supposed to fly solo for the first time, but Peter was

not sure if it would happen. But, after doing some pattern work, Peter gave me the go-ahead, and I soloed for the first time. I took 3 trips around the pattern, landing in-between each trip. Despite the heat, it was a very smooth ride and the wind was non-existent, so the solo went as well as it could have gone.

I hit a little turbulence during my training (that pun was very much intended) when N21030's owner decided not to renew his contract with the flight school and sold the plane. So, after three months of flying a low-winged Piper Warrior, I had to transition back to my old friend, the Cessna 172 (N4868E).

Five days after my transition to the C-172, Peter and I made our first cross-country flight. We flew to Monmouth Airport (C66) for the first leg of the journey. I chose Monmouth Airport because I graduated from Monmouth College and figured I would eventually be flying there annually for homecoming, so why not start right then?

The flight to Monmouth went just fine, until we started descending. About 2,000 above ground level, we hit some turbulence (not surprising, but still not my favorite thing as a relatively new student pilot). This got me a little on edge. Monmouth Airport has only one runway, and I was lucky enough to have a decent cross-wind on my landing. The good



New pilot, Mike Evans.

news was that the FBO at Monmouth Airport was closed that day, so no one saw my terrible landing. The bad news was that it was a terrible landing. Remember my comment about thinking that Peter was not a very good pilot because he landed on one wheel at the conclusion of our first flight? Well, I realized that day exactly how good of a pilot Peter really is because I looked like a red and white frog hopping on the runway until we finally stopped. Peter made the good call of doing a little pattern work at Monmouth since it was my first time dealing with cross winds, but that put us a little behind schedule. We eventually made it back to Galt with the flagship in one piece, so I guess it was a good day.

After a bit more training (which, for some reason, included quite a bit of cross wind take-offs and landings), I was ready for my first solo cross country flight. So, on October 27,

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2011, I departed Galt for Wautoma, WI (Y50), with my only passengers being me, myself and I. I planned my flight with several check points along the way so that I could rely solely on pilotage and dead reckoning to find my way. Unfortunately for me, the Gods of Flight seemed to have different ideas. After takeoff, I attempted to contact the Flight Service Station to open my flight plan, but no one answered. I tried again, and got no response. So, I decided to continue on with my flight without opening my flight plan so that I could get it done. However, the Gods of Flight were not finished throwing me curve balls just yet. As soon as I turned toward my proper heading, these silly things called "clouds" decided to get in my way. In fact, these "clouds" had many, many friends that wanted to tag along, so I found myself dodging these flying bags of moisture by weaving left and then right all the way to Y50. So much for pilotage and dead reckoning - thank goodness for GPS!

As I neared Y50, I noticed a distinct silence on the radio. I called my position at 10 and 5 miles and heard nothing from anyone else. Did I have the right frequency? Was my radio working? Gee, I was flying to a "foreign" airport, Flight Service did not know I was in the air, I basically threw my flight plan out of the window since I had to dodge clouds for over an hour and I was flying into a Military Operations Area and could raise no one on the radio - what could possibly go wrong? Well, I found Y50 and landed without any problems (no cross wind), parked and went into the FBO so someone could sign my logbook to prove that I went there. Wautoma's FBO is a brand-new building with a beautiful pilot's lounge and other accoutrements. What it did not have is anyone manning the station. Now I understood why no one was on the radio - no one was at the airport!

I got back into the flagship and flew to Oshkosh where I actually found someone to stamp my logbook,

and then returned to Galt. Despite all that happened, I managed to find my waypoints and return home safely.

Weather and plane scheduling problems kept me from flying very much over the next few months, and I found myself well into 2012, before all of the prerequisites for obtaining my private pilot's license were completed. It was not until July of 2012, that I managed to get to Kenosha Airport (ENW) to meet Bob, the FAA examiner who was going to preside over my check ride. I tried for over a month to get to Kenosha to meet Bob and take a practice check ride with him, but the Gods of Flight seemed to have other ideas. However, on July 9, 2012, I finally got to Kenosha to meet with Bob. The weather was not ideal (winds at 13 knots gusting to 20 knots), but we went up for a practice check ride anyway. Bob was not all that impressed with my on the ground knowledge (and he was correct to not be impressed), but I figured I could show him that I was a real pilot in the air.

Well, between telling him that Milwaukee was Kenosha and him taking over the landing because I decided to go in with full flaps despite the wind and a gust threw us off, it was less than an ideal practice run. Regardless, I decided that I knew enough to pass my practical exam and scheduled my test with Bob for the following week. The Gods of Flight, however, had other ideas.

Finally on August 12, 2012, I met Bob in Kenosha around 8:30 a.m. I was able to tell Bob the answers to all of the things that I got wrong during the practice check ride and was even able to tell him what I did wrong during our flying practice that resulted in him having to take over the landing. Bob told me that he was glad that I was able to figure out what was wrong and that I was correct in realizing that I should not have used full flaps with such a strong wind. The oral exam looked good, and then we moved to the flying portion.

In the air, I was happy because the wind was calm and the clouds

were several thousand feet above us. It was the perfect day to fly, and I remembered the problems I had before. This time I correctly identified Kenosha Airport and was able to show Bob all of the maneuvers that he asked of me. I may not be Chuck Yeager, but during my check ride I realized what it was that Eric saw in me during my first flight: I have a good feel for the plane and fly with a natural gentleness. Because I was calm and didn't have any of the anxiety I had the first time I met Bob (because I felt like I had bombed the oral practice test), I performed much better in the air during the actual test.

Bob put me through my paces in the air, made me land for a "short field landing," made me take off from a "soft field," and made me show him everything in the guide. The nice thing about the check ride is that you know what you are going to be tested on, so if you know what you are supposed to know and can do what you are supposed to do, you will pass.

After we landed for the third time or so, Bob told me to taxi back to the ramp. I thought that we might still need to perform a maneuver or two, but I also knew that I had flown the plane pretty well that morning, so I was not sure what Bob was doing. We parked the flagship and then Bob broke the news to me - I was going to leave that morning with an Airman's Certificate. I had passed!

My flight training began on November 20, 2010, and I received my certificate on August 12, 2012; my training, however, will never end.

If there is one thing that I learned from my time with Eric, Peter and Bob it is that my training is a continuing process. The day that I think that I know everything better be the day that I hang up my wings (to paraphrase Bob). I learn something new every time time that I fly and look forward to continuing learning for years to come.

Mike Cortina is a partner in the law firm SmithAmundsen, LLC and a private pilot. He learned to fly at Galt Airport and passed his private pilot checkride in August 2012.

Memories of Flying the 'Connie'

By Capt. Jeff Hill Sr. (Ret.)

The first 'big airplane' I ever flew was the Lockheed Constellation, affectionately known as the 'Connie.' The Connie 'simulator' was just a procedures trainer (no motion, no visual) so most of the flight training was done in the airplane. I confess, I was scared to death! The biggest thing I had ever checked out in was the Piper PA-23 Apache. I had had a few hours in the right seat of a Beech 18 and a Lockheed Lodestar but, of course was not allowed to touch anything except fly it a bit in cruise as neither had an auto pilot. But, most of all I was scared because in those days it was either up, or out. No second chances and no reverting to 'previous status'. (When 'new hires' started checking out as captains a couple of years later, fourteen percent of the DC-9 student captains were terminated. Less than half were low time former GA pilots.)

A typical training period lasted anywhere from six to eight hours: a one to two hour briefing, two students each flew two hours while the other observed, then a one to two hour de-brief. In my first briefing our instructor, who knew we were 'little airplane' pilots, said in a heavy southern drawl, "Now you boys, don't be spooked; she flies just like a big old Cub." I thought to myself, "well, I never flew a 137,500# Cub!" But, know what? It really did. Quite heavy on the controls but (I later learned) so are most T category airplanes. The Connie had hydraulic

control boost, but still had mechanical (cables) control linkages. If you lost hydraulics and went into 'manual reversion' then it took two guys to wrestle it around!

The airplane, mechanically speaking, was WW II technology. That was to my advantage as that is what we were taught in A&P school. No big surprises, no radical new concepts as with the jets which were

shutoffs; pressurization controls; hydraulic system controls; electrical system controls and others that don't immediately come to mind. This is why some captains may have made life hell for co-pilots, but rarely ragged on the F/E who, they used to say, "can do something and kill you or not do something and kill you." It also made for a nice 'clean' pilots panel free of mechanical controls and

indicators – very much unlike the Douglas aircraft. The F/E handled the throttles except on take off and landing. On takeoff the pilot flying would push up the throttles and call for the F/E to 'trim throttles' and he would set TO power. After takeoff the pilot commanded, "49 and 26, auto feather off" (49" hg. mp and 2600 rpm which was METO power in the "G" model). Then it was, "Set climb power" and then "1200

(or 1400) hp cruise."

I flew the Connie in its sunset years, '64 into '65, the last TWA Connie flight was in 1967. In my time they were mostly used for short hauls, a typical day might be ORD-DAY-CMH-PIT-HAR-LGA. We flew them at low altitudes and low power settings to conserve engine life. I only had one long flight. It was in an L-1049-G; ORD-DEN-OAK-SFO. The airplane was configured as a 'night coach' (the hostesses called it a 'roach coach'). It held 92 smoking, drinking, barfing passengers and stunk beyond belief by the time we reached the west



This photo of Jeff Hill was taken somewhere around 1964.

still 'sci. fi.' stuff for most of us. And, as far as flying it, indeed, it was about like any other propeller type airplane, just bigger. It's like one old gray beard described his check out in the Connie in the '50s, "They told me what she stalls at and what she glides at, and that was about it."

There is one thing about the Connie that was quite different: It was most definitely a 'Flight Engineer's airplane'. These are some of the controls the F/E had access to, but the pilots had limited or no access to: propeller pitch controls; mixtures; carburetor heat and alcohol; prop alcohol; feather buttons and firewall

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coast just about sunrise. The air flow through the cabin was much lower than in the jets.

This was the first time I ever got high enough to have to shift blowers. To shift blowers, the engines had to be reduced to idle, so power was reduced on two symmetrical engines the blowers shifted, then brought back up to climb or cruise power. This caused the need for a PA announcement in advance to prevent panic in the passenger cabin.

Another first was the westbound climb out of DEN. We were cleared to a holding pattern, "climb to xxx feet, when leaving xxx feet, intercept and proceed westbound via V-xx and resume position reports to Center on frequency xxxx. (There was no enroute radar over the mountains at those altitudes.)

When we got to Oakland, my magnanimous captain allowed as how I might be privileged to fly the 'big one' from OAK to SFO – which may have been the busiest 12 minutes



in my entire life -- takeoff on runway 27 and land on runway 28 - I don't think either airport had east/west parallel runways at that time. Just about enough time to do the before starting, after starting, taxi, before takeoff, after takeoff/climb, cruise, descent, landing, after landing and secure checklists.

If I had it to do over again, I would have just left the gear down. No one

would ever have known the difference.

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

Galt Traffic Classifieds



PARTNERS WANTED FOR CESSNA 182Q

Looking for partners for a low time, 1977 C-182Q Skylane with no damage history based at Galt Airport (10C). N735ZH. IFR. 2639 Total Time. 91 SMOH at Poplar Grove Airmotive. Prop 205 SOH. EDM 700 engine analyzer. Garmin 496 GPS. New bladders 2012. New leather interior and upper trim. Very nice paint. Fresh annual July 2012 at JB Aviation.

Previous owner did \$50,000 plus last couple years. Sold because of lost medical. For more information please call Ed Pudlo at 847-507-6962 or Justin Cleland at 815-648-2433.

CERTIFIED FOOD MANAGER

Are you a McHenry County Certified Food Manager or do you know someone who is? We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food. If you are interested in assisting in this role please contact Jean Forni at forniflyer@aol.com.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange collection.

NEW CHAPTER MERCHANDISE AVAILABLE

In an attempt to boost chapter funds we are selling various items featuring the new chapter logo. We currently have EAA Chapter 932 coffee mugs for sale at \$8.50 each. Other items such as baseball caps and t-shirts will be offered later in the year. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know. You can buy the coffee mugs at chapter meetings or any time you see me at the airport! If you want to reserve an item just send me an email at editor@eaa932.org

ADVERTISE IN GALT TRAFFIC

Please contact the editor to discuss your advertising needs at editor@eaa932.org.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

There haven't been any new developments in the airport sale over the last month. As a matter of fact, it's been relatively quite on that front. To date, we have only met with one potential buyer (over a month ago) and I'm told he is planning on coming back to chat again "mid October". If anything comes of our next meeting, I will fill you all in on the details as soon as possible. In the meantime, we remain business as usual.

With fall fast approaching, our hours of operation will revert to

0800-1700 effective October 1. As always, if you need anything after hours please call and let us know, we'll be happy to take care of whatever you need before we close for the day.

Also, with peak flying season winding down, we're experiencing our usual "fall lull" right now. If you have any lingering maintenance issues you'd like us to take care of, or would just like us to make sure everything is in good shape before the cold weather gets here, please let Brian know. It's never a bad idea to have batteries, tanis heaters, struts, etc. checked before they become a

headache.

Finally, over the next few weeks our grounds maintenance crew will be making the rounds to all our hangars for routine servicing of doors, heaters, etc. If you have any specific issues you'd like addressed please call and let me know, it's always easier to fix that kind of stuff when it's not below zero!

Licenses and Ratings

Congratulations to Lori Bettendorf on passing her private pilot written exam with 97%.



By Esther Medina, EAA Chapter 932 Young Eagles Coordinator

Although the wind gusts threatened to force a postponement, our Young Eagle September 8th rally went on and was a success. In spite of the wind, it was a beautiful day to fly - Chicago was clearly visible on the horizon; one of our Young Eagles Pilots, Dave Spitzbart, said he had rarely seen such a clear day.

Our goal for this Rally was to attract first-time Young Eagle fliers. We flew 17 Young Eagles, 15 who had never flown with Young Eagles and 8 that had never flown at all - not even in a commercial aircraft! The kids had a great time, many staying after their flights to use the simulator, while others picnicked as they watched planes take off and land.

Unfortunately, the October 13th Rally has been cancelled. As many of you know, Boy Scouts are big participants in our organized rallies. We had two troops signed up; however, both cancelled as October 13th is the local Jamboree date and the council's desire was that their troops participate in the scouting activity. We now have contact information for

Young Eagles News

the McHenry County Boy Scout Coordinator and will be working directly with the Blackhawk council to ensure this scheduling conflict does not occur in the future.

On a happier note - I participated in the September 12th Young Eagles Webinar and received lots of information about the Young Eagles program and tips and helpful suggestions on running a rally. I was also updated on new and upcoming changes to the Young Eagles program, including changes that could potentially make it easier to run an adult orientation flight rally - would that be "old eagles"? I look forward to discussing with Chapter 932 members the possibility and chapter interest in running an adult orientation flight day next year.

Also some members have expressed interest in having a Girl Scout Day, but Girl Scout bylaws had prohibited Girl Scouts flying with Young Eagles; they could come to the airport and see the planes, but could not fly - kind of like looking through the window at a delicious pastry but not being able to eat it. However, after a discussion with the Girl Scout Sybaquay Council, to the surprise of

many, their recent restructuring may allow chapter 932 to have a Young Eagles Girl Scout Day. It will require a lot more work with regard to insurance, council authorization and other legalese, but I feel it will be worth it to give the young ladies the same opportunity the young gentleman have had for years, and hopefully will allow Chapter 932 to play a small part in getting more women involved in general aviation.

A successful rally is not possible without the participation of Chapter 932's volunteers. It takes a lot of people to run a rally; a big thank you to everyone who participated - pilots, flight operations, flight marshals, dispatchers, data entry, photographers, ground staff, grill masters, activity managers and everyone else who helped with the 2012 rallies. Thank you for generously donating your time and effort and for helping to inspire the next generation of aviators.

If you have any questions or suggestions for rally activities, please contact Esther Medina at medina.elm@gmail.com or 815-648-4798 or Beth Rehm at vp@eaa932.org.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

Bruce Schottland fueled up his Cub, getting ready for the best flight ever, and went into the FBO to pay.

The total bill for the fuel was \$37. Bruce said "All I've got is a \$100 bill."

Anna opened the cash register to give Bruce his change and saw only six bills in the drawer. None of the bills were singles and there were no coins. Anna counted the six bills in the drawer, handed them to Bruce, and said "Here is your change, have a good flight."

What were the six bills in the drawer so that Anna was able to give Bruce exactly \$63 without using any one dollar bills and no coins?

If you think you know the answer, please send an email to Brian at maintenance@galtairport.com. The winner will be randomly selected from all the correct answers received and will receive a JB Aviation winter hat or sweatshirt.

Answer to the September Puzzle

Last month, if you recall, Parker Johnston challenged Brian to a 1,000-foot drag race between his Whizzer and Brian's golf cart. (Some of you might have seen this spectacle at the Flour Drop.)

Parker won the first race and then challenged Brian to another duel, this time giving Brian a 100-foot head start. Did you figure out who won the second race? Well it turned out Brian lost again! When Brian reached the 900 foot mark, Parker had caught up to him and they were dead even.

However, since Parker's Whizzer was the faster of the two vehicles he was able to overtake Brian in the last 100 feet and won the race.

Congratulations to **Pat Trunda** on sending in the correct answer to last month's brainteaser.



Fun Facts

Thanks to Jeff Hill Sr. for forwarding the following list of aviation definitions—presumably taken from the FAR/ AIM?

AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

BANK - The folks who hold the lien on most pilots' cars.

CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

CONE OF CONFUSION - An area about the size of New Jersey located near the final approach fix at an airport.

DEAD RECKONING - You reckon correctly, or you are.

DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.

ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

FLIGHT FOLLOWING - Formation flying.

GLIDE DISTANCE - Half the distance from an airplane to the nearest

emergency landing field.

HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.

HYDROPLANE - An airplane designed to land long on a short and wet runway.

LEAN MIXTURE - Nonalcoholic beer.

MINI MAG LITE - Device designed to support the AA battery industry.

NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing.

PARASITIC DRAG - A pilot who bums a ride and complains about the service.

RICH MIXTURE - What you order at another pilot's promotion party.

ROGER - Used when you're not sure what else to say.

SECTIONAL CHART - Any chart that ends 25 nm short of your destination.

SERVICE CEILING - Altitude at which cabin crew can serve drinks.

SPOILERS - FAA Inspectors.

STALL - Technique used to explain to the bank why your car payment is late.

STEEP BANKS - Banks that charge pilots more than 10% interest.

TURN & BANK INDICATOR - An instrument largely ignored by pilots.

USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight.

WAC CHART - Directions to the Army female barracks.

YANKEE - Any pilot who has to ask New Orleans tower to "Say again".

EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

Last month we told the story of Col. David "Oscar" Meyer getting his first airplane ride from our very own Don Sword. Col. Meyer went on to accumulate 4000 hours in F16s. What a great example of sowing the seeds of aviation! Don was giving rides to young people long before the EAA Young Eagles program was up and running.

Today we not only have the Young Eagles, but the new Eagle Flights program as well. Eagle Flights are a great opportunity for us to introduce friends to aviation and to Galt Airport. Eagle Flights are not just airplane rides. They are designed to introduce people to flying and help them take the first steps necessary to becoming a pilot while offering resources and organizational support. Every Eagle Flight comes with a complementary six month membership in the EAA. The program contemplates individual flights instead of rallies like we have with Young Eagles. The Eagle Flight program is great opportunity for people to realize their dreams of flight and share our love of flight. It's also a great way for us to grow aviation and Galt Airport. I would encourage every EAA member to contribute to the program. I will post more information and registration forms on the EAA bulletin board.

Additionally, don't forget that our chapter offers complimentary memberships for new members, independent of either Eagles program. These opportunities make it easier for people interested in flying to take that first, hardest step of getting to an airport and involved in aviation.

Please also be reminded that chapter meetings are the second Saturday of every month at 10:00 a.m. in the Galt FBO. I encourage all members to attend the meetings. We

have lots of new business to discuss and a lot of upcoming projects. A simple peek out the window makes it clear that Fall is upon us and there are events to organize and plan. The success of chapter activities depends on everyone's participation.

I hope to see all of you there.



Take a Tri-Motor Fall Color Flight in October

Gain a new perspective on fall's colorful foliage in the EAA's genuine 1929 Ford Tri-Motor during EAA's annual Fall Color Flights October 13-14 at Pioneer Airport.

Fall Color Flights mark the end of Pioneer's 2012 flying season and show passengers the city of Oshkosh and the surrounding area ablaze in the colors of the season.

Cost for the 20-25 minute flight experience is \$100 for a cabin seat and \$125 for the copilot seat. Children ages 6 to 17 years old are \$50 and children 5 and under are free (with paying legal guardian). Flights will take off from the Pioneer Airport every 45 minutes from 11:30 a.m. to 4:30 p.m.

Don't miss this last opportunity of the year to visit the Pioneer Airport and ride in this historic aircraft.

Pioneer Airport is located behind the EAA Museum in Oshkosh, WI.

For more information and to make your Fall Color Flight reservations please call 877-952-5395 or go to the [AirVenture Museum website](http://www.eaa.org).

All flights are weather permitting.



New Chapter Merchandise Available

In an attempt to boost chapter funds we are selling various items featuring the new chapter logo.

We currently have EAA Chapter 932 coffee mugs for sale at \$8.50 each (see picture above). Each mug sold will provide the chapter with \$1.00.

Other items such as baseball caps and t-shirts will be offered later in the year. If you have an idea for something else you'd like to buy with a chapter logo on it, please let me know.

You can buy the coffee mugs at chapter meetings or any time you see me at the airport! If you want to reserve an item just send me an email.

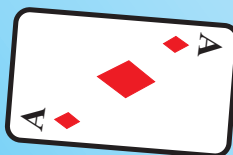
Beth Rehm, Editor
editor@eaa932.org

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.



Monday, October 1st through Sunday, October 21



Flying Aces Poker Run 2012



Registration Fee: \$20 / *Fuel Discount Available!*

First Prize – 50% of the pot

Second Prize – A free helicopter ride from A and M Air Service

Third Prize – Gift Card from Pilot Pete's

Fourth Prize – Gift Certificate from Aviation Universe

For additional information and rules visit www.790.eaachapter.org

EAA790 President: Elton Eisele (630) 776-3653

EAA790events@gmail.com

Galt Airport/EAA 932 Calendar of Events

October 13 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

November 10 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

December 8 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

2013 Meeting Dates

January 12 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

February 9 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

March 9 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

April 13 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

May 11 EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

www.flyincalendar.com

www.fly2lunch.com

www.avweb.com/calendarevents

www.generalaviationnews.com/calendar

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live safety seminars. Most of these programs qualify for FAA Wings Credit. Search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm?FA=SS&SA=ShowForm>

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.



EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North HS EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 648-4798 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS
Galt Tenant Price
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